

DREADNOUGHT FLORIDA BEATS WORLD'S NAVIES

Uncle Sam Demonstrates That He Can Build Warships as Well as Fight Hard in Them After They Are Launched

Speed records for dreadnoughts of foreign navies go into the second rate class since the performance of Uncle Sam's greatest and latest dreadnought, Florida, over a measured mile course last Monday. No battleship of the American navy itself ever attained the Florida's trial speed of 22.51 knots. But more noteworthy still, the Vanguard, one of the latest of the English dreadnoughts, has a record of but 22.50 knots.

And to make the superiority more remarkable the Florida is a product of United States naval officer plan and construction. No outside battleship builder now has any sneer on the folly of a Government building its own vessels for sea fighting. From the time her keel was laid until she slid down the ways the Florida was an American triumph. The speed trial was made near Rockland, Me., and was a tryout under trying sea and wind conditions. The record made was placed in comparison immediately with that recently checked against the dreadnought Utah, built by the New York Shipbuilding Company at Camden. The Utah was the fastest American battleship until the Florida had her trials. The men of the navy and the Brooklyn navy yard, where the Florida was built, took more time in fashioning her than was expended on the Utah, which broke American records by being launched nine months and ten days after the laying of her keel, but naval officers believe that the additional time and expense put on the Florida has been justified. The final cost of the newest ship will be much more than that of the Utah, but the exact figures from which to make comparisons are not yet available. It was said when the Florida was under construction that she would cost about \$15,000,000, which is \$2,500,000 more than the contract price of the Utah.

The Florida in her runs over the measured mile course of Rockland, Me., averaged 21.971 knots in five top speed runs. These figures are not official, but they are probably almost exact. The sea was rough and the wind blowing half a gale. The officers aboard of her were Rear Admiral Aaron Ward, commander of the third division of the Atlantic fleet; Capt. Harry S. Knapp, in command of the ship, and the trial board, made up of Capt. A. F. Fechteler, president; Commander T. J. Senn, the recorder; Capt. W. C. Smith, Capt. C. S. Williams and G. H. Rock, naval constructor. Naturally none of these would tell exactly what the great ship had accomplished, but all were jubilant, and Rear Admiral Ward said that an extremely high speed had been attained. The officers made comparisons of the Florida's wonderful run with the record of the Utah, which also had beaten her contract speed requirement of 20.75 knots, making one run at the rate of 21.637 knots. Her average was 21.288 knots.

The Florida burned coal only under her boilers, as the oil burning tanks have not been installed. On her trial trip the privately constructed Utah also burned coal only. The officers in conversation with friends after the trial of the Florida expressed themselves enthusiastically on the subject of naval built ships. The performance of the Florida will especially delight Naval Constructor William J. Barter, head of the hull division of the navy yard, and Capt. William Parks, head of the machinery division of the navy yard.

Of course, as everybody who knows anything of the warships understands, the speed of the dreadnoughts is modest in comparison with the speed of some of the cruisers and the marvellous destroyers, particularly those of our own navy. England has many cruisers of battleship type which are even swifter than the American scout cruisers and not so far astern of the fastest American destroyers. Unofficial reports say that the swiftest of the British cruisers have developed 28 knots. The American scout cruiser Chester, a comparatively small vessel and the fastest American ship above the destroyer class, made 26.52 knots on her acceptance trial, and her sister ship, the Salem, covered 25.95. The fastest of our destroyers is the Paulding, with a top speed of 32.80. She thus beat the highest previous speed, 31.82 knots, of any of our naval craft, made by the Reid. The impression of the Navy Department is that the Paulding is the swiftest war vessel in the world, barring probably a few destroyers in the British navy. She is a trifle swifter than the fastest of the French and German

destroyers. America's fastest armored cruiser, the North Carolina, built by the Newport News Shipbuilding and Drydock Company, achieved a speed on trial of 22.48 knots. The Florida, with her dis-

placement of 21,825 tons, therefore has beaten the best of the armored cruiser class, displacing about 14,000 tons. There is under construction now at the navy yard in Brooklyn a battleship of

about 27,000 tons which will be christened the New York, and which with her sister ship, the Texas, will be required to make twenty-one knots, and the naval officers who are personally concerned believe that she also will be a record breaker. They are even prophesying that they may be able to bring her speed up pretty close to twenty-three knots. The first battleship built at the Brooklyn navy yard, the Maine, blown up in Havana harbor, made only 17.45 knots. Her sister ship, the old Texas, authorized contemporaneously with the Maine, and about the same displacement and speed, was stricken from the naval list and sunk

the cost of her construction and her armament will finally total close to \$8,000,000. Her four propellers are run by turbine engines of the Parsons type, which develop a horse-power of about 28,000. She will carry 2,500 tons of coal and 400 tons of oil. Her complement is 954 men and sixty officers. She is 521 feet 6 inches long and her greatest beam at the water line is 88 feet 2½ inches, and her main draught 28 feet 6 inches.

The Florida's armor is 11 inches thick, running along the water line, and is 8 feet in width. Above this heavy protecting belt there is 9 inch armor. Twelve inches of steel protect the five turrets in which

14,465 tons and 17.11 knots; the Missouri, 13,599 tons and 18.15 knots; the Nebraska, 16,094 tons and 19.06 knots; the New Hampshire, 17,784 tons and 18.16 knots; the New Jersey, 16,684 tons and 19.18 knots; the North Dakota, sister of the Delaware, 22,000 tons and 21.01 knots; the Ohio, 13,500 tons and 17.81 knots; the Oregon, now No. 3 on the list, 11,688 tons and 16.79 knots; the Rhode Island, 16,094 tons and 19.01 knots; the South Carolina, sister of the Michigan, 17,617 tons and 18.86 knots; the Vermont, 17,650 tons and 18.33 knots; the Virginia, 16,094 tons and 19.01 knots; the Wisconsin, 12,150 tons and 17.17 knots.

Speed of 22.54 Knots Over a Measured Mile Course Attained, Surpassing All Previous Records of Any Sea Fighting Power

The Oklahoma and Nevada, which were authorized by the last Congress, are to be practically sister ships of the New York and Texas, each to carry ten 14

as to be completed with a displacement between 20,000 and 30,000 tons.

Between the scout cruiser and battleship classes America's fastest ship is the armored cruiser North Carolina, built by the Newport News Shipbuilding and Dry Dock Company. The North Carolina's best speed on trial was 22.48. The speed of the nine other armored cruisers on trial was as follows: The California, 22.20; the Colorado, 22.24; Maryland, 22.41; Montana, 22.28; Pennsylvania, 22.44; South Dakota, 22.24; Tennessee, 22.16; Washington, 22.27; West Virginia, 22.15. The North Carolina and Montana were the last of the armored cruisers built, they being first commissioned in 1908. They were the fastest ships in the American navy, above the destroyer class, at the time they went into commission.

The official battery description of the Florida and Utah is as follows: Ten 12 inch guns, two in each of five turrets, all on the centre line, giving a full 12 gun broadside. These turrets are located three forward and two aft, one forward and one aft being superimposed. The guns are .45 calibre. There are also sixteen 5 inch .51 calibre rifles, four 3 pound saluting guns and two 21 inch torpedo tubes.

The batteries of the Arkansas differ from the Florida in that there are twelve 12 inch guns of 50 calibre and twenty-one 5 inch 51 calibre guns. The New York and Texas are to have ten 14 inch 45 calibre guns, their disposition in turrets to be the same as those on the Florida, Utah, North Dakota and Delaware. They will have twenty-one 5 inch 51 calibre guns and four 21 inch submerged torpedo tubes. The batteries of the Oklahoma and Nevada, the plans for which are not yet completed, will be practically the same. The information concerning the armament of these latter ships is still being held as confidential.

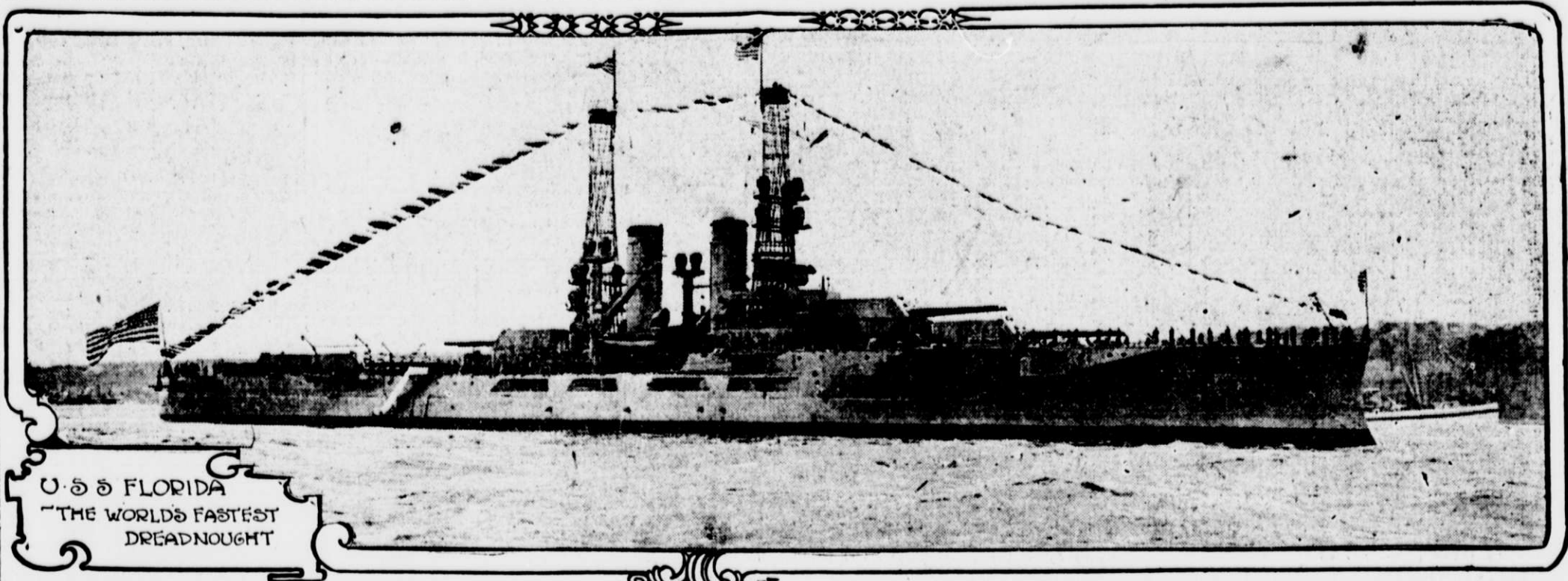
When the Secretary of the Navy decided that the machinery of the Florida should be of the Parsons turbine type, he wrote thus to the bureau of steam engineering:

"The recommendation of the bureau contained in the preceding indorsement is approved, for the reasons stated therein and for the further reason that the Navy Department already has under contract 172,000 horse-power of Parsons turbines, and as our navy yard employees will have to do all the repair work that may be necessary on the vessels that are being equipped with turbines of this make it seems advisable that they should become familiar with the manufacture of them. The proposal of the Parsons company is a duplicate of that to be manufactured at the New York Shipbuilding Company's works and has already been installed on other vessels. In view of the further fact that there are five shipyards on this coast whose mechanics are all more or less familiar with the construction of the Parsons turbine, this would indicate that experienced mechanics familiar with this type of machinery could be secured at any time."

The building by the Government of its best, or some of its best, ships has inspired the mechanics of the navy yard with an enthusiasm for their work equalled only by that of the naval experts themselves. They read of the new ship's triumph with much satisfaction, glad that they had helped to create her.

The Florida is being handled by a picked crew and a strong list of officers. Her commander, Capt. Harry S. Knapp, who hails from Connecticut, is one of the most efficient officers in the navy. For a year he was in command of the armored cruiser Tennessee and was specially selected by Secretary Meyer for the Florida's command, in the face of applications from a number of other officers. The executive officer is Commander Joseph H. Sypher and the navigator is Lieutenant-Commander Ridley McLean. The other responsible officers down to the grade of junior lieutenant are Lieutenant-Commanders Walter G. Ross and Z. A. Madison, Lieutenants William Norris, Richard Wainwright, Jr., S. M. Robinson and W. F. Jacobs.

The Florida continued her trial on a twenty-four hour endurance run Tuesday and Wednesday on her way to Hampton Roads to join the battleship fleet for the annual battle practice to begin off the Chesapeake Capes on April 1.



U. S. S. FLORIDA
"THE WORLD'S FASTEST
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placement of 21,825 tons, therefore has beaten the best of the armored cruiser class, displacing about 14,000 tons. There is under construction now at the navy yard in Brooklyn a battleship of

a year ago by the big battleship Delaware in ordnance test. The Florida is the heaviest warship ever launched in the United States. She is about 1,000 tons larger than the Utah. It is believed that

are mounted her ten 12 inch 50 calibre guns, each of which is 50 feet in length from the point of the shell chamber. She has a secondary battery of sixteen rapid fire 5 inch guns.

Each of the big guns weighs 133,000 pounds and costs \$65,000, enough to build a little warship of the period before steam supplanted sail. Each great gun can throw a half ton projectile twelve miles. Each shell costs \$500 and a broadside from the mighty ship means the shooting away of \$20,000. She can throw about 25 per cent. more destructive force than any other ship in commission. It was predicted of her that her engines would develop much more than 28,000 horse-power, and it is likely that she has exceeded this by probably several thousand horse-power. The success of the Brooklyn navy yard in turning out this kind of ship is attributed in part to the complete reorganization of the Navy Department, several of its bureaus having been merged and rearranged, thus increasing the efficiency.

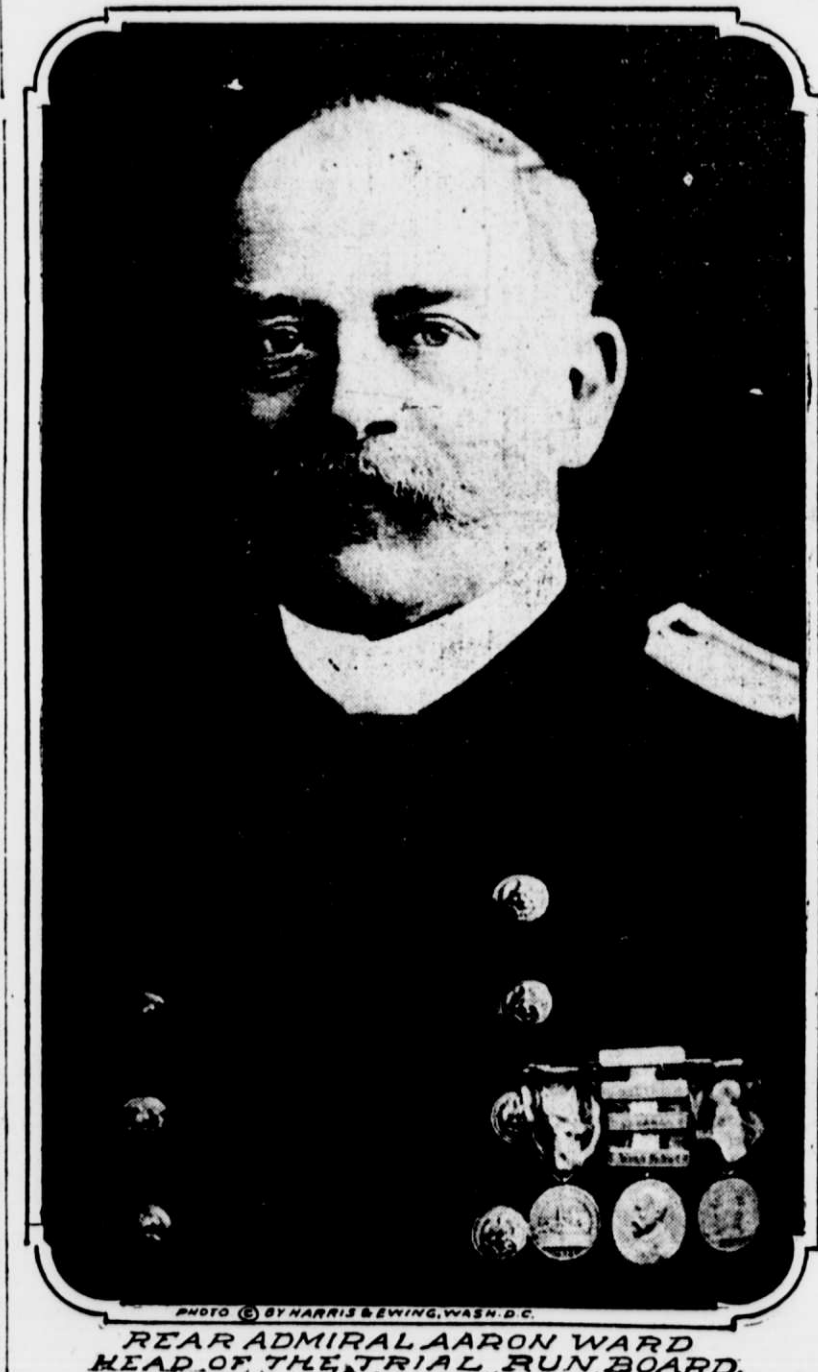
Like the other battleships of our service, the Florida has lattice masts. These have not yet been adopted by the European navies, which, however, have decided to emulate the Yankee constructors in other things. For instance, the turrets of the Florida are built along the centre line of the ship and not in echelon, as they are in European navies. Thus, a five turreted battleship of the Florida type can turn on five guns at once in broadside, while the European ships can use only four guns. England and Germany are adopting the centre line idea.

The following interesting comparative data, in displacement and speed, of all the thirty-one battleships now on the list, from the Indiana, America's third battleship, to the Utah, is provided by the Navy Department:

Indiana, now ship No. 1, since the sinking of the old Maine and the Texas, has a displacement of 11,688 tons and a speed of 15.55 knots; the Iowa, No. 2, 12,647 tons and 17.09 knots; the Alabama, 12,150 tons and 17.01 knots; the Connecticut, 17,096 tons and 18.78 knots; the Delaware, the first of the improved dreadnoughts, 22,000 tons and 21.56 knots; the Georgia, 16,094 tons and 19.23 knots; the Idaho, 14,465 tons and 17.12 knots; the Illinois, 12,150 tons and 17.45 knots; the Kansas, 17,650 tons and 18.09 knots; the Kearsarge, 12,320 tons and 16.82 knots; the Kentucky, 12,320 tons and 16.90 knots; the Louisiana, 17,096 tons and 18.82 knots; the Maine—the new Maine, which is now No. 10 on the battleship list—13,500 tons and 18.00 knots; the Massachusetts, 11,688 tons and 16.21 knots; the Michigan, the first of the American dreadnought type, 17,617 tons and 18.79 knots; the Minnesota, 17,650 tons and 18.85 knots; the Mississippi,

The following comparisons are given of the ships now under construction or authorized: The Arkansas, No. 33, 27,243 tons and 20.50 knots; the Wyoming, 27,243 tons and 20.50 knots; the New York, No. 34, 28,367 tons and 21 knots; the Texas, No. 35, 28,367 tons and 21 knots.

inch guns. Their required speed is 29.50 knots and their displacement will be approximately 28,500 tons. They are the biggest warships yet authorized by any nation, although it is understood that the battleships now being built in England by Brazil will be changed, so



REAR ADMIRAL AARON WARD
HEAD OF THE TRIAL RUN BOARD.



LT. COMMANDER RIDLEY McLEAN,
NAVIGATOR OF THE FLORIDA.

BLIND LIVES MADE USEFUL

If you had stood at the end of the workshop, turned into a drill room for the time being, and watched the thirty boys go through the manual of arms with their wands and practise the Boy Scouts' drill with easy precision, you probably wouldn't have guessed that every one of the Scouts was blind. There was none of the groping or uncertainty of step usually associated with blindness. Every boy stepped out as confidently as though the handicap didn't exist, and there was a snap and go to the drill that would have done credit to regulars.

One thing you learned at once; that being blind doesn't necessarily mean being cut off from all the fun in life, for up at the "Lighthouse," as they call the headquarters of the New York Association for the Blind at 118 East Fifty-ninth street, are to be found some of the happiest men and women and boys and girls in New York.

After the drill was over the boys had a lesson in making knots and splices with Mr. Wideman, who was a deep water sailor before he lost his sight, as their teacher. They learned that a man doesn't have to see to tie a bowline or make a short splice, for a sailor often has to work in the dark and in a hurry. The Scouts were rapidly perfecting themselves in the first course leading to the salt water degree of A. B. when the lesson had to end because the room, which in the present cramped quarters of the Lighthouse serves many purposes, was needed for the group's debating club. Earlier in the day the same room was the workshop where basket and rug makers were busy.

Upstairs a blind stenographer is taking dictation on a machine that carries a

paper ribbon on which raised characters are made. The dictation finished, she reads her notes as rapidly as she can slip the paper through her fingers. Near by a blind operator at the telephone switchboard plugs in with unerring accuracy and trills her numbers in quite the approved fashion.

Miss Winifred Holt, who with her sister, Mrs. Joseph Colt Bloodgood, first kindled the Lighthouse beacon for the blind, calls one of the girls to run an errand to the top floor. The young woman turns down the hall as confidently as though she had sight and runs quickly and gracefully up the stairs.

Everywhere in the Lighthouse it is the same, every one is busy and every one is happy. The only thing that makes the place seem different from any other busy office is the beautifully modulated voices of the women and the quick courtesy with which the visitor is met.

Miss Holt as secretary and moving spirit in the work is almost too busy to talk about it, but she finds time before turning the visitor over to one of her assistants to emphasize the fact that the association is a State organization, independent of politics or political control and dependent for its support largely on the public, although the blind workers all help to take care of themselves. She talks of the need for money to pay off the mortgage on the land almost across the street where a new Lighthouse is being built and to provide a larger endowment to pay the teaching force.

Willard V. King is the treasurer, and Miss Holt says that money comes to him from all sorts of people. One blind man sent in \$1 out of his first earnings,

another sacrificed something to send 10 cents, while a blind boy who had been taught at the Lighthouse and is now employed in an office in competition with boys who see sent \$5, his savings from his \$7 a week salary. The eagerness of the blind whom the association has helped to be self-supporting to assist others out of the idleness that used to go with loss of sight is one of the best evidences of the success of the work, says Miss Holt.

There is another Lighthouse recently founded in Buffalo, and it is planned to extend the work as the funds come in. Over in the workshop on East Forty-second street, where they make brooms, the blind workers of the Lighthouse force did over \$25,000 worth of business last year. The rug and basket industry brings in a living for more of the sightless men and women and with money to build more workshops there would be room for more workers, all eager for the chance to become self-supporting.

The work is carried into the homes of the blind, for the association has listed 10,000 cases of blindness and is in personal touch with approximately 7,000 of these. Besides teaching the blind to be self-supporting the association looks after the social side of their lives. It provides free tickets to concerts and lectures, excursions into the country and to the seaside and it publishes the *Searchlight*, the first magazine for blind children to be published in this country.

And all this has been accomplished in the five years since Miss Holt and her sister began the work in their home. Miss Helen Keller, vice-president of the association, has said of the association's work: "The public will hold up your

hands. Let it only be brought home to their hearts that the blind are not hopelessly doomed to idleness, that they may become honorable, useful citizens, and your appeal will not be in vain."

PARK SPRING POPULAR AGAIN.

Muddy Croton Drives West Side Residents Back to Primitive Supply.

The little spring in Central Park which has a reputation for containing medicinal properties that was not borne out by Health Department experts has achieved a new fame since the Croton water became so muddy that the residents of the upper West Side have refused to drink it. There is a daily procession of maids, butlers and cooks carrying half gallon bottles, pitchers and other vessels to get a supply of the clear water which steadily bubbles out of the rocks. The number of persons now making such use of the spring has become so large that late comers have to wait a long time, often more than an hour, for their turn at water drawing.

The keeper of a boarding house near the park thought she had hit upon a new device to cut down the time her butler had to wait at the spring. She sent him out at night but found that others had thought of it too, for though he got there at 10:30 o'clock night before last he reported on his return that he was last in a long line.

The water flows very slowly out of the rock, the cracks or fissures in which are so small as to be almost imperceptible. The Park Department officials have scooped out the bottom of the rock so that the little stream trickles down into a basinlike cavity out of which the water may be scooped up with a cup or a dipper. This cavity is not large and is soon enough filled, though the stream that pours into it is a tiny one. At one time the water constantly overflowed it but now the cavity is seldom even half full, the water being dipped out as soon as it is deep enough to fill a cup.

HALF THE JEWELS ARE SMUGGLED

"Half of the jewels that come to America are smuggled, nine-tenths of the smuggling is done by American tourists and nine times out of ten they lose money by it," said Ludwig Nissen, president of the Precious Stone Importers Association.

"The tourists are many and very long pursued, and they have a idea, especially business men who have never had time to pay attention to jewelry, that prices are much lower in Europe than here."

"When a rich man and his wife arrive in Paris, with nothing to do but visit the shops and become enamoured of the beautiful gems displayed, the shopkeepers take very good care strongly to confirm this opinion. They have a clever near truth which they use with the greatest effect, that the United States imposes a 60 per cent. duty on jewelry. They are careful to leave unsaid that this charge applies only to made-up jewelry, such as rings, brooches, etc., which are almost never imported, while unset cut stones are taxed but 10 per cent., and gems in the rough go duty free. Since the cost of a piece of jewelry depends almost wholly on the stones in it the price of jewelry made in America is raised only some 10 per cent. by the tariff, not 60 per cent."

"And dearly the smuggler pays for his 10 per cent. Those traders know an American as soon as he enters their shops and raise their prices as a welcome to him, for rarely are the articles tagged. If the tourist is willing to haggle he can often buy for one-half what was asked of him first."

"And even the lowest price is apt to be higher than it would be in America, for the enormous wealth of our country provides a better market for such a luxury as jewelry. We do business on a larger scale, with a less percentage of profit."

And by the same token the American quality is better, for our workshops, paying attention to detail, attract the best craftsmen of Europe.

"The choicest stones are brought here too. On cabling an order to Europe I have often been answered, 'We have no American goods,' meaning none of first quality."

"The bad bargaining of the amateur smuggler may not end when he leaves the store with his purchase. Sailing shortly to another continent, he can hardly return or exchange the goods if for any reason he comes to regret having bought them. And when he attempts to smuggle them through Collector Loeb's Custom House he runs a long risk of losing his jewels and his money and his good name to boot."

"For the Government has agents in those same stores that kindly instructed him in how to avoid paying duty, and his purchase may have been reported to those agents. The Government has in this surveillance an auxiliary in our Importers Protective Association, which is shortly to be expanded into the National Jewellers Protective Association, so that the forces of all the wholesale and retail jewellers in the country may be united against smuggling and other forms of lawbreaking."

"There exist a few professional smugglers like those who the other day in Minneapolis let a part of their illicit jewels be discovered in a safe deposit vault. Some of them have the connivance of the houses in Antwerp and Amsterdam which cut gems. They all cover their tracks so well that convictions are rare, perhaps one in a year. Often a professional is arrested as he lands from his ship, only to have it found that he has declared his jewels, and a search through his baggage

discloses only a mercenigram, received at sea, reading 'Danger—declare everything.'"

"It is these men that our association especially combats. By agents in Europe and in Canada and Mexico. These agents go about in hotels and clubs, listening to the quiet boast made in confidence. For there is no smuggler who can hold his tongue always."

"Not so much does our association seek to punish smugglers as to deter them from entering the game by making it too risky and expensive. The 10 per cent. duty on a few pocketfuls of gems may amount to \$100,000 in a year, yet very few men there are who can carry those pocketfuls across the boundary successfully."

After the Battle.

After the battle of Chancellorsville among the mortally wounded left on the field was a young Confederate soldier. One of his countrymen, realizing that the breath was fast leaving his body, leaned against the side of a great tree which screened him from observation and waited for the end to come.

Presently a boy in blue came up, and observing that the dying soldier was wearing a fine pair of leather boots stooped and began quickly to unlace them.

"The Confederate realizing what he was up to stepped from his hiding place and accosted him.

"Hey, you! What are you doing there, you rascal? That man's still living. Take your hands off him this instant!" The Union soldier rather sheepishly abandoned his undertaking and turned to depart.

"A precious lot you've got to do with it, anyhow!" he grumbled as he shouldered his gun.

"I've got this much to do with it, my friend. I've been waiting around here in the rain a couple of hours for that fellow to die to get those boots myself, and I don't mean to be cheated out of them."